

J. O. M. SEIBERT.
RAILWAY HAT CHECK TICKET.
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1,043,153.

Patented Nov. 5, 1912.

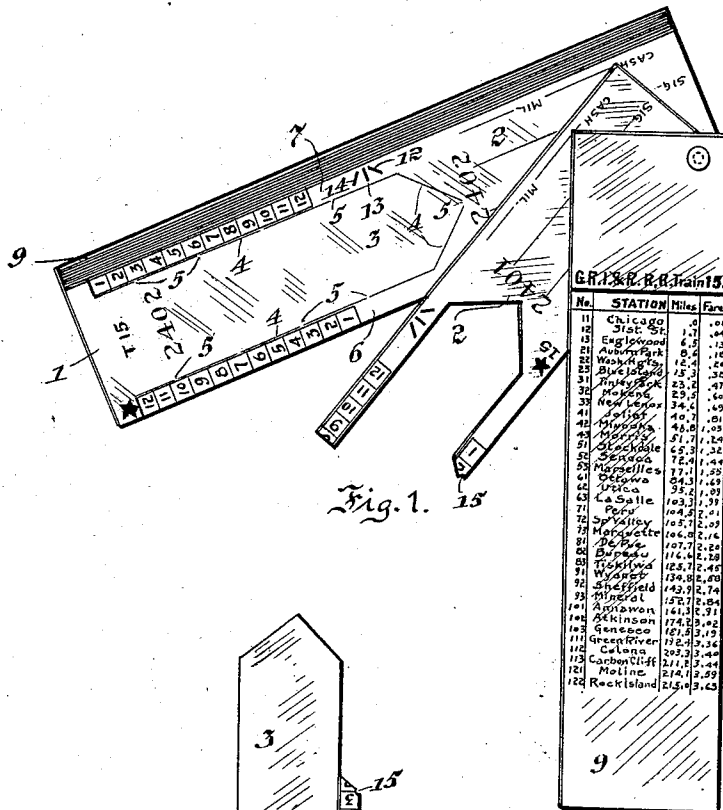


Fig. 1.

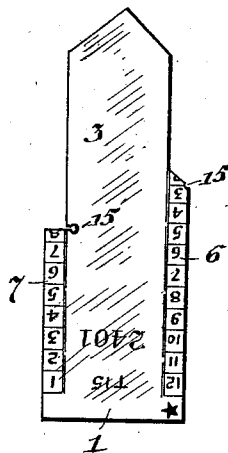


Fig. 2.

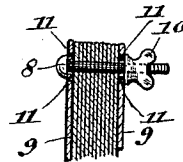


Fig. 3.



Fig. 4.

G. R. T. & N. Y. R. R. Train 15.			
No.	STATION	Miles	Fare
11	Chicago	0	0.00
12	St. St.	1.1	0.04
13	Eaglevood	6.3	.13
21	Aurora Park	10.4	.24
22	Washburn	12.5	.32
23	Blue Island	15.2	.41
31	Mayfield	25.1	.69
32	New Lenox	34.4	.95
41	Jefferson	40.1	1.01
42	Minneapolis	44.8	1.03
43	Minneapolis	51.7	1.24
51	Lockport	62.3	1.32
52	Geneseo	76.4	1.44
53	Marshall	77.1	1.45
61	Delaware	84.3	1.69
62	Utica	95.2	1.93
63	La Salle	103.3	2.11
71	Peoria	104.5	2.14
72	Springfield	105.7	2.17
73	Marysville	106.0	2.18
81	Peoria	107.7	2.20
82	Springfield	114.4	2.38
83	Wichita	123.7	2.45
91	Wichita	134.8	2.69
92	Shelfield	142.9	2.74
93	Mineral	152.7	2.94
101	Spokane	161.5	3.11
102	Bellevue	174.2	3.42
103	Geneseo	187.5	3.72
111	Great River	192.4	3.84
112	Galena	205.3	4.00
113	Carbon Cliff	211.1	4.14
121	Moline	214.1	4.29
122	Rock Island	219.4	4.50

Witnesses
W. B. Smith
B. G. Richards

Inventor
Jacob O. M. Seibert,
by Joshua H. Stone
his Attorney.

UNITED STATES PATENT OFFICE.

JACOB O. M. SEIBERT, OF CHICAGO, ILLINOIS, ASSIGNOR OF ONE-HALF TO GEORGE F. VORIS, OF CHICAGO, ILLINOIS.

RAILWAY HAT-CHECK TICKET.

1,043,153.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, JACOB O. M. SEIBERT, a citizen of the United States, and a resident of the city of Chicago, county of Cook, and State of Illinois, have invented certain new and useful Improvements in Railway Hat-Check Tickets, of which the following is a specification.

My invention relates to improvements in railway hat check tickets and has for its object the provision of tickets for use by conductors comprising a receipt in the form of a hat check to be given to a passenger, and so designed as to serve as a check upon the cash receipts as well as an indication of the stations between which the passenger has paid his fare.

The invention consists in the ticket and in the combinations and arrangements of parts hereinafter described and claimed.

The invention will be best understood by reference to the accompanying drawing forming a part of this specification, and in which—

Figure 1 is a perspective view of a book of tickets shown in partially open condition and illustrating one stub of a ticket remaining in the ticket after severance of the corresponding hat check, a complete ticket and one complete cover of a book, Fig. 2, a view showing the hat check detached from the stub in the book shown in Fig. 1, Fig. 3, an enlarged section illustrating the means for binding the tickets and covers in book form, and Fig. 4, a fragmentary view illustrating the binding corner of one of the covers.

The preferred form of construction as illustrated in the drawings comprises a plurality of tickets each consisting of a hat check portion 1 and a stub 2 arranged for severance from each other. The hat check portion 1 consists of an outer head the full width of the ticket and an inwardly extending tongue 3 narrower than said ticket and partially severed therefrom by means of slits 4 so spaced as to leave small securing tangs or connections 5 between the parts to retain them in position, but permit ready severance. The tongue 3 is arranged centrally of the ticket thus leaving margins 6 and 7 at each side. Margin 6 is divided into blocks numbered consecutively from the inside outwardly with the numbers 1 to 12 inclusive, and margin 7 is similarly divided

into blocks which are numbered with the same numerals but in the opposite order as shown. By this arrangement it will be observed, that by severing the margin portions 6 and 7 inwardly to the slits 4 the hat check portion may be readily detached or severed from the check portion.

Each of the tickets is perforated at one corner for the passage of a securing bolt 8 and suitable covers 9 also perforated at the same corner are provided, the whole being removably held in position by means of a wing nut 10 threaded on bolt 8 as shown in Fig. 3. The covers 9 are made of cel-
luloid or some more or less permanent material so as to be capable of continued use by the insertion of new tickets therebetween, and for this purpose the perforations in said cover portions are reinforced by means of metallic eyes 11. Each of the cover portions 9 bears suitable identification marks and also a list of the stations between which the conductor, to whom it is designed to furnish the book, has his run. These stations are marked with the numbers 11, 12, 13, 21, 22 and 23, 31, 32 and 33, etc., as indicated, so that the last figure of each number assigned to the several stations will be either one, two or three. At a side of each of the tickets is arranged three marks 12, 13 and 14 as shown, and these marks serve as guides for the conductor to make his severances of a hat check to correspond with the markings of each of the stations on the cover. To accomplish this each of the marks 12, 13 and 14 is assigned a certain number, in this instance, 1, 2 and 3 respectively, and the conductor is instructed that severances of the margins 6 and 7 in directions parallel to said marks 12, 13 and 14 will be taken to indicate said numbers 1, 2 and 3 with reference to the last of the numbers of the stations on the covers. The conductor is furnished with a punch adapted to sever the margins 6 and 7 and produce a conductor's identification mark 15 in the ticket.

In use, the conductor is instructed to give each passenger paying his fare a hat check severed from the book in accordance with the system above outlined. For example, we will suppose that a passenger pays a fare from Blue Island to Bureau. Referring to the list on the cover, the conductor sees that Blue Island is number 23 and Bureau 82.

He also knows that a direction of cut parallel to the mark 14 indicates 3 as the last numeral of a station and that a direction of cut parallel to mark 13 indicates 2 as the last numeral of a station. He, therefore, severs the hat check from the stub through the number 2 in the margin 6 in a direction parallel with mark 14, thus indicating station 23, or Blue Island, as the starting point of the passenger. Similarly, he severs the other margin 7 through the numeral 8 in a direction parallel with mark 13, thus indicating numeral 2 as the last numeral of the destination station, or station number 82 which is Bureau. The hat check thus severed is placed in the hat band of the passenger in the usual manner and serves as a receipt for the passenger and a check upon the conductor. By arranging the numerals in the margin 6, or the starting point margin, from the inside outwardly to indicate increasing distances and the numerals in the margin 7, or the destination margin, in the opposite order, it will be observed, that any further severance, by either the conductor or passenger, will be to his own disadvantage. Thus, should the passenger sever more of either of the margins, the hat check would represent the receipt for a shorter distance of travel than that actually paid for, and should the conductor further sever either of the margins, the stub would correspond with stations representing a greater distance of travel than that for which the passenger had paid. At the end of his trip the conductor turns in the stubs to the officials of the road having filled the same out to indicate whether cash or mileage has been collected, and these stubs serve as a check upon the receipt of the conductor.

The ticket thus provided is compact in form, of easy manipulation by the conductor, serves as a positive check upon the receipts of the conductor and as a means for preventing passengers from riding beyond stations to which they have paid their fares.

While I have illustrated and described the preferred construction for carrying my invention into effect this is capable of variation or modification without departing from the spirit of the invention. I, therefore, do not wish to be limited to the exact details of construction set forth, but desire to avail myself of such variations and modifications as come within the scope of the appended claims.

Having described my invention what I claim as new and desire to secure by Letters Patent is:—

1. A device of the class described comprising a member bearing a list of symbols used to designate railway stations; and a ticket bearing two sets of symbols, said ticket being arranged for severance at a

member of each set of symbols and the symbols on said ticket constituting portions of the symbols in said list, substantially as described.

2. A device of the class described comprising a cover member bearing a list of symbols used to designate railway stations; and a plurality of tickets bound in said cover member, each of said tickets bearing two sets of symbols arranged in inverse relation with each other, said tickets being arranged for severance at a member of each set of symbols, and the symbols on said tickets constituting portions of the symbols in said list, substantially as described.

3. A device of the class described comprising a member bearing a list of the names of railway stations and numerals used to designate said stations; and a ticket bearing two sets of numerals arranged in inverse relation with respect to each other, said ticket being arranged for severance at a member of each of said sets of numerals, said last mentioned numerals comprising said first mentioned numerals minus their terminal digits, substantially as described.

4. A device of the class described comprising a cover member bearing a list of the names of railway stations and numerals used to designate said stations; and a plurality of tickets bound in said cover, each of said tickets consisting of a hat check portion and a stub portion arranged for severance from each other, said hat check portion consisting of an outer head and an inwardly extending tongue narrower than said ticket and leaving a margin at each side, each of said margins bearing a set of numerals, said sets being arranged in inverse relation with respect to each other and comprising said first mentioned numerals minus their terminal digits, substantially as described.

5. A device of the class described comprising a cover bearing names of stations and tickets arranged in said cover and adapted for severance into a check and a stub, the names of the stations on the cover being divided into groups, the same number of stations being in each group, the stations in each group being provided with a numeral consisting of two or more figures, the last figure of each number, recurring in arithmetical progression in each successive group, and the remaining figures of each number arranged progressively and extending throughout the list of the names of stations comprising all the groups, each ticket being provided with two columns of numbers arranged in inverse relation with respect to each other and in arithmetical progression the members being like the figures composing all but the last figure of the numbers extending throughout the list of the names of the stations on the cover, the ticket

being furthermore provided with arbitrary characters, each symbolic of and individual to one of the recurrent figures comprising the numbers assigned to the stations appearing in each group on the cover, and indicative of a distinct mode of separation of the check and the stub, so that by detaching the check from the stub at the number like the figures comprising all but the last figure assigned any particular station, in a manner indicated by the symbol individual to the recurrent or last figure of the number of the station, the particular number of the station to be indicated will be apparent from an inspection of the stub or check, substantially as described.

6. A device of the class described comprising a member bearing a list of symbols representing railway stations; and a ticket

consisting of an outer hat check portion and an inner stub portion arranged for severance from each other, said hat check portion consisting of an outer head and an inwardly extending tongue narrower than said ticket and leaving a margin at each side, each of said margins bearing a set of symbols arranged in inverse relation with respect to each other and serving, in conjunction with said list to identify the railway stations, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JACOB O. M. SEIBERT.

Witnesses:

HELEN F. LILLIS,
JOSHUA R. H. POTTS.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."